

§ 21.320

(2) The PMA holder must obtain FAA approval of any major change before including it in the design of an article produced under a PMA.

§ 21.320 Changes in quality system.

After the issuance of a PMA—

(a) Each change to the quality system is subject to review by the FAA; and

(b) The holder of the PMA must immediately notify the FAA, in writing, of any change that may affect the inspection, conformity, or airworthiness of its article.

Subpart L—Export Airworthiness Approvals

SOURCE: Amdt. 21-2, 30 FR 8465, July 2, 1965, unless otherwise noted.

EFFECTIVE DATE NOTE: By Docket No. FAA-2006-25877, 74 FR 53391, Oct. 16, 2009, subpart L of part 21 was revised, effective Apr. 14, 2010. For the convenience of the user, the new subpart L follows the text of this subpart.

§ 21.321 Applicability.

(a) This subpart prescribes—

(1) Procedural requirements for the issue of export airworthiness approvals; and

(2) Rules governing the holders of those approvals.

(b) For the purposes of this subpart—

(1) A Class I product is a complete aircraft, aircraft engine, or propeller, which—

(i) Has been type certificated in accordance with the applicable Federal Aviation Regulations and for which Federal Aviation Specifications or type certificate data sheets have been issued; or

(ii) Is identical to a type certificated product specified in paragraph (b)(1)(i) of this section in all respects except as is otherwise acceptable to the civil aviation authority of the importing state.

(2) A Class II product is a major component of a Class I product (e.g., wings, fuselages, empennage assemblies, landing gears, power transmissions, control surfaces, etc), the failure of which would jeopardize the safety of a Class I product; or any part, material, or appliance, approved and manufactured

14 CFR Ch. I (1–1–10 Edition)

under the Technical Standard Order (TSO) system in the “C” series.

(3) A Class III product is any part or component which is not a Class I or Class II product and includes standard parts, i.e., those designated as AN, NAS, SAE, etc.

(4) The words “newly overhauled” when used to describe a product means that the product has not been operated or placed in service, except for functional testing, since having been overhauled, inspected and approved for return to service in accordance with the applicable Federal Aviation Regulations.

[Amdt. 21-2, 30 FR 11375, July 2, 1965, as amended by Amdt. 21-48, 44 FR 15649, Mar. 15, 1979]

§ 21.323 Eligibility.

(a) Any exporter or his authorized representative may obtain an export airworthiness approval for a Class I or Class II product.

(b) Any manufacturer may obtain an export airworthiness approval for a Class III product if the manufacturer—

(1) Has in his employ a designated representative of the Administrator who has been authorized to issue that approval; and

(2) Holds for that product—

(i) A production certificate;

(ii) An approved production inspection system;

(iii) An FAA Parts Manufacturer Approval (PMA); or

(iv) A Technical Standard Order authorization.

§ 21.325 Export airworthiness approvals.

(a) *Kinds of approvals.* (1) Export airworthiness approval of Class I products is issued in the form of Export Certificates of Airworthiness, FAA Form 8130-4. Such a certificate does not authorize the operation of aircraft.

(2) Export airworthiness approval of Class II and III products is issued in the form of Airworthiness Approval Tags, FAA Form 8130-3.

(b) *Products which may be approved.* Export airworthiness approvals are issued for—

(1) New aircraft that are assembled and that have been flight-tested, and other Class I products located in the